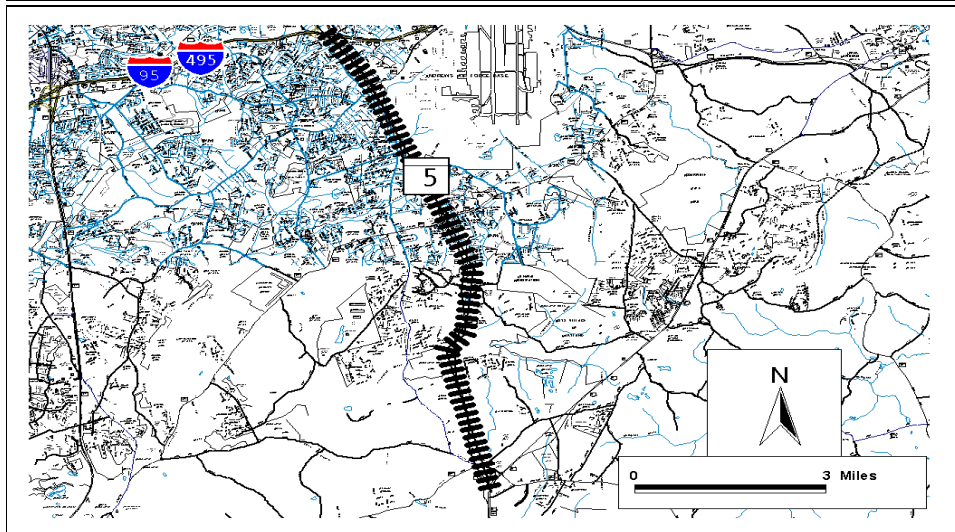


STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 21

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade access controls and widen existing MD 5 to a 6 lane expressway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.50 miles). Interchanges at Surratts Road and Burch Hill/Earnshaw Drive are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Branch Avenue Metro Station Access Study (Line 15)
 MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 22)
 US 301, South Corridor Transportation Study (Line 24)
 Southern Maryland Mass Transportation Analysis (MTA)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2002 - 07 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2003 | FFY 2004 | FFY 2005 | FFY 2006 | FFY 2007 - 2008 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL | | CURRENT YEAR | BUDGET YEAR | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------|------------------|--------------|-------------|----------------------------|------|------|------|------|----------------|---------------------|
| | ESTIMATED COST (\$000) | EXPEND THRU 2002 | | | 2005 | 2006 | 2007 | 2008 | 2009 | | |
| Planning | 322 | 322 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,719 | 1,719 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 8,374 | 8,374 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 10,415 | 10,415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 6,532 | 6,532 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2001) - 89,750

PROJECTED (2025) - 150,000

OPERATING COST IMPACT N/A